

**Table 1A. Proposed Transit Service Reductions Options and Estimated Annual Savings (not cumulative - see note pg.3)**

| Opt. | Facility/ Route | Change Description                                  | Estimated Annual Savings \$ | Explanation   |
|------|-----------------|---|-----------------------------|---|
| 1    | All VM Routes   | Eliminate Sunday Service                            | 517,000                     | Eliminate Sunday Service on all fixed routes except Rt. 72 (Rt. 72, listed separately below)  |
| 2    | All VM Routes   | Reduce Sat. & Sun. Service                          | 240,000                     | Reduce all routes to hourly (60 min.) service on Saturday and Sunday except leave Route 72 at 30 min.   |
| 3    | NH & DT Trolley | Eliminate Sunday Service                            | 172,000                     | Eliminate Sunday Service on both Trolley Routes (except for March and April Giants games, Culinary and Arts Festival events).   |
| 4    | NH Trolley      | Reduce service hours                                | 75,000                      | Provide service 7 days a week, 7a.m. to 8 p.m. (currently 7a.m. to 10 p.m.)   |
| 5    | NH Trolley      | Reduce service frequency                            | 528,000                     | Change all service from 20 min. headways to 40 min. headways  |
| 6    | DT Trolley      | Reduce days of service                              | 114,000                     | Reduce to 4 operating days per week - Thursday through Sunday.  |
| 7    | DT Trolley      | Reduce days of service                              | 137,000                     | Reduce to 3 operating days per week - Thursday through Saturday.  |
| 8    | DT Trolley      | Eliminate summer service                            | 67,000                      | Eliminate Summer service and operate September through May only.  |
| 9    | DT Trolley      | Reduce days of service and eliminate summer service | 182,000                     | Reduce service to four days a week, Thursday through Sunday, and Eliminate Summer service   |
| 10   | DT Trolley      | Reduce days of service and eliminate summer service | 220,000                     | Reduce service to three days a week, Thursday through Saturday, and Eliminate Summer service  |
| 11   | Route 76        | Eliminate route                                     | 1,088,670                   | Increases transfers for users, from east/west routes to the 72 or 81 to travel north/south  |
| 12   | Route 76        | Change Operators from RPTA to Atypical              | 375,000                     | This option includes collecting fare revenues, but does not include a required one time capital equipment purchase (\$150,000 estimate) associated with collecting and processing equipment. It also factors in an annual outlay for security deposits, fare handling personnel and maintenance for equipment. Costs for insurance, fuel, and additional maintenance for VMS and DVR cameras are also included. |

| Opt. | Facility/ Route  | Change Description                                     | Estimated Annual Savings \$ | Explanation  |
|------|------------------|--|-----------------------------|--|
| 13   | Route 66         | Replace with Neighborhood Trolley                      | 609,000                     | Fares are no longer collected. Possibility exists to shift Neighborhood Trolley over to 68th St. to cover Rt. 66; users could transfer to Neighborhood Trolley from Tempe.   |
| 14   | Routes 76 and 66 | Combine routes.  | 500,000                     | Atypical operates using a Valley Metro bus, and continued collection of fares. Eliminates the need to purchase fare boxes; however, operating costs are not as significantly reduced. We would be able to restore service on Miller Rd. between McDowell and McKellips, but may no longer directly serve Skysong or Loloma due to routing constraints.   |
| 15   | Route 76 and 66  | Combine into new Trolley route.                        | 800,000                     | Atypical operates using a trolley vehicle. Change Neighborhood Route over to 68th, or leave on existing route and provide transfer opportunity to Fixed Route service. Eliminates fare collection equipment costs.   |
| 16   | Route 81         | Eliminate Service north of Shea                        | 835,400                     | End route at 90th St. and Shea Blvd.. Rt. 81 connects with Rt. 511 (funded by Proposition 400) at 90th/Shea allowing for transfers twice in the AM and PM peaks; however, Rt. 81 serves the east side of the Scottsdale Airpark all day while the Rt. 511 currently serves the west side of the airpark only. Providing minimal service to both sides of the airpark with Rt. 511 would require adding another stop to this express route. |
| 17   | Route 81         | Shorten route with 20 min. peak service north of Shea. | 535,000                     | Provide 20 min. peak hour service to the east side of the Airpark during peak a.m. (6:30-10:30) and p.m. (3:30-6:30) hours Monday through Friday.  |
| 18   | Route 81         | Reduce peak hour service                               | 271,000                     | This options reduces peak hour service from 15 minutes to 20 minutes from McKellips to Hayden/Raintree, Monday through Friday.   |
| 19   | Route 170        | Reduce service   | 192,000                     | Eliminate non-peak hour service. Keep weekday airpark service; five trips each AM and five PM.   |
| 20   | Route 170        | Eliminate  | 359,000                     | FY 08-09 ridership was only 73,000 and is very high in the peak hours and very lean during off-peak hours. The majority of the riders exit the route at Scottsdale road (the Phoenix/Scottsdale line) and walk to their destination or transfer to the Route 72.   |

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|------|-----------------|--|-----------------------------|--|
| 21   | Loloma Station  | Close facility to transit use (affects Routes 41, 66, 72 and Trolleys) | 109,000                     | May be an unnecessary facility for a grid-based route system, since all bus/trolley routes using Loloma also provide transfers on-street. Projected savings include contract and maintenance staff salaries and 13,516 miles (Rt. 41 and 66) of bus service. Also reduces costs currently charged to other department budgets: utilities, cleaning, and water. Presents option to increase and transfer investment to another transit facility by selling the parcel/facility for redevelopment. Consideration of the site's public art would be required. Since Route 72 is paid for by regional funds, mileage savings could be used to extend approx. 52 additional trips/week to Thompson Peak. May result in rerouting of the trolleys. |

**Table 1B. Transit Service Changes Producing Revenues Instead of Savings**

| Opt. | Facility/ Route | Change Description                                  | Estimated Annual Revenue \$ | Explanation  |
|------|-----------------|---|-----------------------------|--|
| 23   | Route 72        | Reduce peak hour service                            | 215,000                     | Reduce weekday peak hour service from existing 15 min. to 20 min. (reflects only Scottsdale's equity in route). Because Route 72 costs are paid by regional PTF funding, actual cost savings must be shifted to another regional Supergrid route which would then reduce the contract cost to the Scottsdale for that route. For example, revenues produced from reducing peak hour Rt. 72 service (\$215,000) could be shifted to fund the Rt. 81. This would save the City the contract cost or help continue peak hour service to the Airpark from Shea Blvd.). |
| 24   | EVDAR non-ADA   | Eliminate non-ADA trips EVDAR and/or Cab Connection | 400,000                     | An evaluation of EVDAR trip data for the first six months of FY2010 shows that 50 percent of the trips are non-ADA; and, of the non-ADA trips 21 percent are taken by ADA certified individuals (non-ADA trip booking is more flexible but not guaranteed). In consultation with East Valley DAR staff, it is estimated that at least 80 percent of the remaining uncertified individuals could qualify for certification, if required to receive DAR service. In FY 2008 Mesa eliminated EVDAR non-ADA trips and costs actually increased.                        |

| Opt. | Facility/ Route | Change Description | Estimated Annual Savings \$ | Explanation |
|------|-----------------|--------------------|-----------------------------|-------------|
|------|-----------------|--------------------|-----------------------------|-------------|

**Note: Adding savings cumulatively could result in duplicative counting**